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OFFICE OF THE CHIEF OF NAVAL OPERATIONS
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OPNAV INSTRUCTION 3501.225D

From: Chief of Naval Operations

Subj: NAVY AIRBORNE OPERATIONS PROGRAM

Ref: See enclosure (1)

Encl: (1) References
(2) Training
(3) Research, Development, Test, and Evaluation (RDT&E)
(4) Contractor Support
(5) Special Operations Parachute Rigger
(6) Non-Tactical Parachute System (NTPS)
(7) Parachute Packing, Maintenance, and Storage Requirements

1. Purpose. To establish policy and assign responsibilities for the Navy Airborne Operations Program, inclusive of premeditated personnel parachuting and cargo airdrop operations. This revision includes major changes to policy, assignment of responsibilities, and definitions. The changes included in this revision and its enclosures constitute a complete rewrite of the original directive and should be reviewed in its entirety.

2. Cancellation. OPNAVINST 3501.225C.

3. Applicability. This instruction is applicable to all Navy type commanders (TYCOM). For the purpose of this instruction, Commander, Naval Special Warfare Command (COMNAVSPECWARCOM) is considered a TYCOM. U.S. Marine Corps personnel and U.S. Navy personnel assigned to U.S. Marine Corps units are guided by the policies set forth in MCO 3120.11A.

4. Definitions and Use of Terms, Acronyms, and Auxiliary Verbs

a. Definitions. The terms in subparagraphs 4a(1) through 4a(7) are defined as they relate to the Navy Airborne Operations program.

(1) Parachuting. Any activity in which personnel intend to employ, or actually deploy, a parachute during all or part of a descent to the surface from an aircraft in flight.

(2) Premeditated Personnel Parachuting Jump. An intentional, planned parachuting activity during which personnel wear a single or dual-harness parachute system, having at least one approved main canopy and one approved reserve parachute. A non-premeditated parachute jump is an emergency parachuting activity made necessary because of an in-flight emergency, during which personnel wear, or are attached to, a single parachute assembly.

(3) Cargo Airdrop. The planned action to deploy materiel from an aircraft in flight by employing an approved aerial delivery parachute system or by using the free drop method.

(4) Quality Assurance. The procedure for independent technical review, test, and approval to ensure material and procedural adequacy of equipment or systems to perform safely within specified operational limits.

(5) Authorized for Navy Use (ANU). The designation applied to selected parachute and cargo airdrop equipment, tools, systems, accessories, and components which have undergone design safety reviews, or test and evaluation (T&E), or both, to ensure parachutist and airdrop safety.

(a) Tactical Parachute System and Equipment. A premeditated personnel parachute system or related ancillary equipment used to conduct tactical military training or operations that has been tested and approved within Department of Defense (DoD), and authorized for use per reference (a), to include commercial off-the-shelf (COTS), modified COTS, and non-developmental systems. Tactical systems are also known as standard parachute systems and type classified parachute systems.

(b) Non-Tactical Parachute System (NTPS) and Equipment. A COTS premeditated parachute, associated parachuting equipment, or a combination thereof used to support tactical military training, approved courses of instruction (COI), and approved military capability demonstrations that have been designated authorized for use per reference (a). NTPS is also known as non-standard parachute system.

(c) Cargo Airdrop System and Equipment. A parachute, airdrop container, aerial delivery platform, tie down, release, sling, or related rigging item designed to facilitate the premeditated delivery of supplies and equipment from aircraft in flight. These items have been tested and approved by DoD for Service use on specific aircraft, and are listed in reference (a).

(6) Waiver. A temporary authorization to depart from established operating and safety procedures, to use items not currently authorized for use, or to exceed specified operational limits. Waivers are generally granted for a specific training event such as an exercise, or short period of time – no more than 30 days, or pending cancellation or correction of the waived condition or equipment. Waiver policy is contained in subparagraph 5n.

(7) Exception to Policy (ETP). An ETP permits a long-term departure from safety and operational standards and directives for compelling reasons. Long-term is defined as the length of deployment, or 6 months or more. ETPs must not be interpreted as applying to other operations, locations, conditions, equipment, or units not specifically mentioned in the initial request, enclosures, and endorsements. ETPs must be reviewed at least every 2 years. Waiver policy is contained in subparagraph 5n.

b. Terms, Acronyms, and Abbreviations. Explanation of terms, acronyms, and abbreviations that are first spelled out and then used repeatedly throughout this instruction.

c. Auxiliary Verbs

(1) “Must” denotes a mandatory requirement. Due to the life safety nature of this instruction, everything is considered mandatory unless otherwise indicated.

(2) “Will” denotes a required action in the future.

(3) “May” or “can” denotes an optional action at the discretion of the performing authority.

5. Policy. Mission accomplishment while maintaining safety of personnel is the primary consideration in airborne training and operations. Accordingly, the policies and procedures contained in reference (b) and this instruction must be strictly enforced.

a. Policy Authority. Chief of Naval Operations (CNO) is the overall authority for the policy governing the U.S. Navy Airborne Operations Program. Acting on behalf of CNO, the Office of the Chief of Naval Operations (OPNAV) Director, Expeditionary Warfare (OPNAV N95) and OPNAV Naval Special Warfare Branch (OPNAV N951) must coordinate all related matters.

b. Authorized Supplements. In the absence of TYCOM direction, the policy, doctrine, and procedures of references (b) through (d), to include cargo airdrop equipment maintenance and rigging manuals, technical manual (TM) 10-1670 (series), TM 4-48 (series), and field manuals 4-20 (series) stipulated in references (e) and (f), are adopted as official Navy policy.

c. Training Agent. COMNAVSPECWARCOM is the designated training agent for the Navy airborne operations program and initial skill set related training. COMNAVSPECWARCOM, in coordination with Navy Expeditionary Combat Command (NAVEXPDCMBTCOM) and explosive ordnance disposal (EOD), will provide guidance for training, enclosure (2), and is the approval authority for associated formal initial skill set COIs, and standardization of lesson training guides, and job qualification requirements (JQR). These lesson training guides and JQRs will be posted to the Naval Sea Systems Command Acquisition and Commonality Directorate (SEA 06) - Naval Special Warfare (NSW) Program Management Support 340 (PMS340) Web site.

d. Technical and ANU Authority

(1) SEA 06-NSW (PMS340) is the technical authority for the Navy airborne operations program equipment and systems used, and is the sole Navy authority for designating items ANU. The process for adding equipment to the ANU is per reference (a), which also provides a listing of authorized parachute and cargo airdrop items and associated restriction and amplification notes.

(2) Per reference (a), only Service or United States Special Operations Command (USSOCOM), or both, major subordinate command (MSC) authorized “for use” parachutes, cargo airdrop equipment, and parachuting ancillary equipment may be used during USSOCOM airborne operations. Service or USSOCOM, or both, MSC authorized for use lists contain select personnel parachute and cargo airdrop equipment, tools, systems, accessories, and components that have undergone design safety reviews, T&E, or both to ensure jumper and airdrop safety.

(a) USSOCOM MSCs are authorized to use other Service-common or Service-approved COTS parachute systems and ancillary equipment to the extent the equipment has been tested and approved for use, provided the items are listed on a Service or USSOCOM, or both, MSC authorized for use list, and personnel are properly trained on the use and maintenance.

(b) Using unapproved items or modifying items listed on an authorized for use list is strictly prohibited, unless an equipment ETP is granted by OPNAV N95. Reference (a) and enclosure (3) provide additional guidance for authorizing equipment for Navy use.

e. Quality Assurance Authority. Quality assurance functions and procedures as they pertain to airborne operations equipment and systems are delegated to SEA 06-NSW (PMS340). As such, SEA 06-NSW (PMS340) is responsible for carrying out acquisition, sustainment, and technical management of the Navy Airborne Operations Program.

f. Authorized Navy Airborne Operations Commands

(1) Only Navy commands with premeditated parachute insertion and cargo airdrop missions are authorized to conduct airborne operations, and to procure, store, and maintain personnel parachuting and cargo airdrop equipment.

(2) Navy airborne operations must only be conducted by qualified and current military personnel, DoD-employed civilians, and DoD-contracted parachutists.

(3) Parachutist-qualified personnel assigned to Navy commands with no airborne operations mission are authorized to utilize permissive temporary additional duty orders to participate in airborne training operations with authorized Navy airborne operations commands, per MILPERSMAN 1220-030.

g. Contractor-Provided Training and Equipment Maintenance. Reference (c) contains the policy for contracting parachutist training and parachute equipment training. Detailed guidance outlining specific rules and standards for contractor-owned and contractor-operated training services will be contained in TYCOM and component command performance work statements (PWS) or statements of work (SOW). Pertinent publications, policies, and directives, and are outlined in enclosure (4). Mandatory criteria for contracted services are listed below in subparagraphs 5g(1) and 5g(2).

(1) In-house capability is not available and cannot be developed in time to meet the operational need.

(2) Development of in-house capabilities is not cost effective due to transient nature of the capabilities-based requirement.

h. Personnel Qualifications for Deliberate Water Parachute Operations. Navy commands with a premeditated parachute insertion or cargo airdrop mission are authorized to conduct deliberate water parachute operations. Requirements and procedures for deliberate water parachute operations are detailed in references (b) and (g).

(1) Personnel conducting deliberate water parachute operations must be a minimum of a second-class swimmer and qualified per reference (h), or must be a qualified SEAL, special warfare combatant-craft crewman, EOD, or Navy diver; other Service personnel must be their Service equivalent.

(2) Safety swimmers must be first class swimmers and qualified per reference (h), or be a qualified SEAL, special warfare combatant-craft crewman, EOD, or Navy diver.

i. Parachute Configuration. Non-tactical Ram-Air personnel parachute systems must be equipped with a functional reserve static line (RSL) and main assisted reserve deployment system. All land and water operations conducted with tactical and non-tactical military free-fall (MFF) parachute systems (in free fall mode only for static line (SL) convertible parachute systems) must use a functional approved electronic automatic activation device.

j. Personal Equipment. The use of personally-owned parachute equipment is prohibited during military tactical and non-tactical parachute operations and training. Packing, maintenance, or storage of personally-owned parachute equipment is strictly prohibited within DoD paralofts.

k. Joint and Combined Training, and Foreign Duty Assignment. References (b) and (c) contain the joint and combined training, and foreign duty assignment policy for U.S. forces. Qualified U.S. Navy parachutists permanently assigned to overseas assignments in allied countries where there are no U.S. military units who conduct airborne related activities (i.e., liaison officers attached to allied forces, defense attachés, security assistance officers, North

Atlantic Treaty Organization's headquarters officer billets in allied countries) are permitted to conduct parachute operations with an appropriate allied force, use foreign parachute equipment, and comply with the operational standards of that allied force. The senior U.S. Navy parachutist assigned must ensure that no undue safety hazards exist, and receive approval from his or her chain of command, before allowing the participation of U.S. personnel in parachuting operations.

l. Airborne Operations Aircraft

(1) Airdrop aircraft must be rigged per references (b) through (d) and (g).

(2) Contracted civilian airdrop aircraft must receive Federal Aviation Administration (FAA) Regulation Part 91 or Part 135 certification, per reference (i). COMNAVSPECWARCOM must also adhere to reference (j). NAVEXPDCMBTCOM must adhere to reference (i) and use reference (j) as a guide to establish and maintain records on trained inspectors and aircraft certifications. User units must ensure inspections are within periodicity prior to use; have been completed by trained personnel; and aircraft tail numbers are listed on the "Paratroop Air Carrier Listing" Web site located on Mil-Suite at <https://www.milsuite.mil/book/groups/dod-commercial-airlift-division-amca>. This requires common access card login.

m. Drop Zones (DZ). DZs used for personnel and cargo airdrop must be selected, surveyed, and operated per references (b) through (d) and (g). Completed DZ surveys are located at the "Talon Point" Web site, per the uniform resource locators (URL) below in subparagraphs 5m(1) and 5m(2).

(1) Unclassified DZ surveys: <https://cs2.eis.af.mil/sites/10358/default.aspx>. Request access to the Zone Availability Report by e-mailing full name and DoD identification number to amc.a3jd.regionaltactics@us.af.mil.

(2) Classified DZ surveys: <https://talonpoint.snica.nro.smil.mil/TalonPoint/home.xhtml>.

n. Waiver and ETP Requests. Waiver requests and ETPs must include a description of the circumstances dictating the need for a waiver or ETP; urgency of need; equipment or system material condition; potential impact on personnel safety (i.e., risk assessment); required duration of the waiver or ETP; and impact if not granted.

(1) Training Waivers and ETPs

(a) Per reference (b), training waiver authority is granted to the TYCOM, which may be delegated to the appropriate subordinate unit commanders. Training waiver approvals must be forwarded to USSOCOM Joint Staff Development (J7)-T&E, United States Army Special Operations Command G-37 Special Skills Branch, OPNAV N951, OPNAV Expeditionary Combat Branch (N957), and SEA 06-NSW (PMS340) prior to commencement of training.

(b) Per reference (b), training ETP authority is retained by the USSOCOM chief of staff. ETP requests must be submitted to the USSOCOM chief of staff via USSOCOM J7-T&E and United States Army Special Operations Command G-37 Special Skills Branch prior to commencement of training. Training ETP approvals will be forwarded to OPNAV N951, OPNAV N957, and SEA 06-NSW (PMS340).

(2) Equipment Waivers and ETPs

(a) Equipment waiver authority is granted to the TYCOM, which may be delegated to the appropriate subordinate group commanders. Equipment waiver approvals must be forwarded to OPNAV N951, OPNAV N957, and SEA 06-NSW (PMS340) prior to using the affected equipment.

(b) Equipment ETP authority is retained and governed by OPNAV N95. ETP requests must be forwarded to OPNAV N95 via OPNAV N951, OPNAV N957, and SEA 06-NSW (PMS340).

o. Parachute Packing and Quality Assurance Inspection (QAI) Checks

(1) Only special operations parachute riggers (U.S. Navy parachute riggers who have earned Navy enlisted classification code (NEC) 773A who are qualified and current, per enclosure (5), are authorized to pack, maintain, and store tactical and non-tactical parachute equipment per references (e) and (f), and the applicable TMs. Aircrew survival equipmentman who do not meet the training and qualification requirements for special operations parachute rigger, must not pack and maintain any approved tactical and non-tactical main and reserve parachute systems.

(2) At a minimum, two appropriately qualified special operations parachute riggers (at least one who is QAI qualified per the requirements of enclosures (5) and (6)) are required to pack and maintain tactical and NTPS: one to pack or perform maintenance; and one to inspect the other's work.

(3) Parachute packing and maintenance functions on airborne operations equipment must receive QAIs at specified intervals per the equipment TMs. QAIs include pack-in-process inspections and technical rigger inspections, which must be completed on all main and reserve canopies, harness containers, and components of tactical and non-tactical parachutes and cargo parachutes, and performed by a special operations parachute rigger who is QAI qualified and is not the packer. QAIs, pack-in-process inspections, and technical rigger inspections are mandatory and must be completed without exception to ensure the parachute is packed strictly per the equipment TMs. QAIs must not be involved with packing while performing in-process inspections. Parachute packer to QAI ratios must be no greater than 4-to-1. DoD civilians working in a paraloft and meeting special operations parachute rigger and QAI training requirements may be designated as QAIs.

(4) Per reference (b), the main canopy of approved Ram-Air SL or Ram-Air free-fall parachute systems, to include NTPSs, are the only personnel parachutes authorized to be packed by the parachutist (who is not special operations parachute rigger qualified) under direct supervision and inspection of a current QAI-qualified special operations parachute rigger. The non-special operations parachute rigger parachutist who packs a main canopy must be the only parachutist to jump that parachute. If a main canopy is packed by a non-special operations parachute rigger and not jumped, the parachute must be repacked by the next parachutist, or a qualified special operations parachute rigger, prior to being jumped. The non-special operations parachute rigger parachutist must receive a documented packing class instructed by a QAI-qualified special operations parachute rigger for the specific Ram-Air main canopy system, if he or she has not packed within the previous 90 days, and must adhere to the packing requirements in the applicable TMs. NTPS main canopy pack-in-process inspections are found in enclosure (6).

(5) In no case must the packing of a parachute assembly be interrupted after the packing operation has been started. If the packing operation is interrupted due to unforeseen circumstances, the parachute assembly must be completely inspected and repacked per the applicable TMs. Once the parachute packing process has started, the same packer and QAI pack-in-process inspector must be maintained throughout the packing process.

p. Alcohol, Medication and Drug Policy

(1) Navy policy prohibits the consumption of alcohol by parachute riggers, parachute packers, and parachuting instructors within 12 hours of high-risk training; and no parachuting instructor, parachute rigger, or parachute packer must have blood alcohol content over 0.00 during any portion of a training day. Medications used by parachutists must be approved, and the parachutist must be cleared by the unit's medical department. This includes over-the-counter medications. Using drugs which may affect safely conducting parachute operations is strictly prohibited.

(2) Any Navy or contracted parachutist, parachute rigger, or jumpmaster (JM) (qualified or in training) charged or convicted by competent civilian or military authority with unauthorized drug usage must be relieved of all associated duties and responsibilities and prohibited access to unit paralofts, parachutes, air delivery, and life support equipment. In such cases, commanders must formally notify OPNAV N95 and the Center for Naval Aviation Technical Training. When warranted, substantiated cases may result in voiding the associated parachutist or parachute rigger designations and NEC at the discretion of the appropriate occupational field sponsor or proponent.

(3) Any Navy or contracted parachutist, parachute rigger, or JM (qualified or in training) found by competent medical authority to lack the mental stability required to function in that capacity must also be relieved of all associated duties and responsibilities and prohibited access to unit paralofts, parachutes, air delivery, and life support equipment. In such cases,

commanders must formally notify OPNAV N95 and the Center for Naval Aviation Technical Training. When warranted, such cases may result in voiding the associated parachutist or parachute rigger designations and NEC at the discretion of the appropriate occupational field sponsor or proponent.

(4) In any case where a special operations parachute rigger or contracted FAA rigger is relieved for cause, all parachutes, air delivery, and life support equipment packed or rigged by that parachute rigger must be identified, removed from service, and secured. Such equipment must be unpacked and undergo a thorough documented technical rigger inspection prior to being placed back into service.

q. Parachute Maintenance Facilities. TYCOMs must provide adequate parachute maintenance facilities, per reference (k) and enclosure (7).

r. Mishap Reporting. Parachutes and aerial delivery equipment involved in any mishap, to include malfunctions and incidents, must be reported, per references (l) and (m).

s. Research, Development, Test, and Evaluation (RDT&E). RDT&E of equipment and systems not previously approved for use will be coordinated by the technical authority, SEA 06-NSW (PMS340), as outlined in enclosure (3).

t. Canopy Sizing and Downsizing. Parachute canopy sizing and downsizing will follow the policy contained in reference (b) and the following subparagraphs 5t(1) through 5t(3).

(1) For personnel safety and to facilitate learning, main canopy wing loading for newly-qualified parachutists must not exceed a ratio of 1-to-1.

(2) Experienced parachutists desiring to advance parachuting skills by downsizing to a smaller main canopy, and parachutists needing to carry heavier payloads to meet mission requirements, may exceed 1-to-1 main canopy wing-loading ratios upon approval by the unit commanding officer (CO), and upon passing the practical examination administered by an air operations trainer (AOT) examiner per the following subparagraphs 4t(2)(a) through 4t(2)(d).

(a) Demonstrate the ability to land with rear risers under the current canopy size.

(b) Demonstrate the ability to flare and land from full flight under the current canopy size.

(c) Demonstrate the ability to flare and land from slow (braked) flight under the current canopy size.

(d) Demonstrate consistent soft, stand-up landings within 10 meters of a planned target under the current canopy size.

(3) Canopy downsizing must not exceed 20 square feet at a time unless the manufacturer's next smaller canopy of the same canopy model is greater than 20 square feet.

(a) For COTS tactical and non-tactical canopies, the smallest canopy size a given jumper is authorized to jump will be based on the manufacturer's published maximum exit weight for a given canopy type, size, and corresponding jumper experience level.

(b) For type-certified tactical systems, canopy sizing will be based on 75 percent of the jumper's exit weight (e.g., a jumper with an exit weight of 400 pounds multiplied by 75 percent and rounded up to the next whole number equals 300 pounds. The smallest canopy the jumper is authorized to jump is 300 square feet).

(c) Per reference (b), parachutes below 150 square feet will not be authorized for use unless a specific valid mission requirement exists.

6. Responsibilities. Command standard operating procedures must be developed and implementing directives must be issued, as required, to ensure parachuting activities are conducted by qualified personnel using approved procedures and equipment. Air operations qualifications must be tracked at the unit level. Prior to conducting parachute operations, an administrative check of personal qualifications must be performed. Standard operating procedures should address unit-specific issues not addressed in current publications, rather than restating entire doctrinal publications. Specific command responsibilities are per the following subparagraphs 6a through 6h.

a. OPNAV N95

(1) Provide Navy Airborne Operations Program policy guidance.

(2) Coordinate fleet requests and establish requirements for specific parachute systems and equipment.

(3) Be the final authority on ETP requests.

(4) Provide guidance to the Naval Safety Center (NAVSAFECEN) regarding Navy Airborne Operations Program reported statistics.

(5) Collect and coordinate Navy inputs to joint service airborne operations instructions and publications.

(6) In the absence of SEA 06-NSW (PMS340), chair the Airborne Operations Program Working Group.

b. SEA 06-NSW (PMS340)

(1) Provide programmatic oversight, approval authority, and funding to any activity capable of providing program management and technical support to the Navy Airborne Operations Program, as needed. Supporting activities may provide the following in subparagraphs 6b1(a) through 6b1(g).

(a) Technical, engineering, testing, logistics, and configuration management support.

(b) Safety assessments of parachute equipment recommended for addition to the ANU list per reference (a). Safety assessments must be forwarded to SEA 06-NSW (PMS340) via Commander, NAVSAFECEN for final approval.

(c) Technical and safety recommendations to SEA 06-NSW (PMS340) on ETP requests for parachute systems and ancillary equipment.

(d) Technical and safety recommendations to SEA 06-NSW (PMS340) on interim safety releases for equipment requiring live jumps during developmental and operational testing.

(e) Subject matter expertise or board membership in mishap safety investigations relating to personnel parachuting and cargo airdrop operations. Personnel designated as in-service engineering agent, integrated logistics support agent, configuration management agent, and technical direction agent must be included in the mishap safety investigation report endorsing chain as endorsers or information addressees, as appropriate.

(f) Assistance in correcting safety deficiencies discovered during inspections, safety surveys, administrative site surveys, mishap investigations, and Navy Airborne Operations Program working groups.

(g) Technical guidance or recommendations to OPNAV policy to preclude recurrence of deficiencies, and help prevent mishaps and fatalities.

(2) Provide technical support to CNO, as required, in developing Navy airborne operations policy, and advise the CNO on matters that affect it.

(3) Establish and administer programs and procedures for safety assessments of commercial and other DoD type-classified equipment leading to ANU designation. Maintain a listing of airborne operations systems and equipment authorized for use by Navy commands involved in parachuting and cargo airdrop activities. Revise the list as required, and retain documentation supporting all approvals.

(4) Develop and provide parachute equipment, procedures, and systems with tailored logistics support.

(5) Provide technical recommendations to OPNAV N951 on ETP requests of Navy Airborne Operations Program procedures and requirements through coordination with systems commands and other program executive offices.

(6) Coordinate support from appropriate engineering and technical support activities to assess and test airborne operations equipment. Approve interim safety releases for airborne equipment requiring live jumps during developmental and operational testing prior to being approved for use.

(7) Provide technical assistance to correct safety deficiencies discovered during inspections, safety surveys, administrative site surveys, and mishap investigations.

(8) Provide technical guidance and recommend policy changes to OPNAV N95 to prevent recurrence of deficiencies and help prevent mishaps and fatalities. SEA 06-NSW (PMS340) must be included in the mishap safety investigation report endorsing chain as an endorser or information addressee, as appropriate.

(9) Provide technical support for designing and developing changes required to upgrade or correct system design deficiencies identified through surveys, mishap investigations, and technical reviews.

(10) Implement a configuration management program for ANU listed equipment.

(11) Develop and maintain a user logistic support summary and maintenance plan (references (e) and (f), respectively) for applicable ANU listed items and, as necessary, amplify operator and maintainer qualification requirements, equipment maintenance requirements, operational limitations, and procedures not otherwise found in other policy or doctrinal publications.

(12) Establish and chair a Navy Airborne Operations Program working group with the specific objectives listed below in subparagraphs 6b(12)(a) through 6b(12)(c).

(a) Coordinate all airborne operations activities from requirements definition through production, fielding and deployment, operational support, and life cycle replacement.

(b) Ensure timely identification, coordination, and resolution of program issues of common concern to activities in the Navy airborne operations community.

(c) Facilitate the establishment and implementation of Navy program guidance that may affect system development, testing, acquisition, training, readiness, serviceability, safety, logistic support, and operations commonly associated with airborne operations equipment or systems.

c. Commander, NAVSAFECEN

(1) Carry out the provisions of references (l) and (m), OPNAVINST 1500.75D, and OPNAVINST 5450.180F as they relate to the Navy Airborne Operations Program.

(2) Maintain a data repository for parachuting and aerial delivery malfunction and incident reports and monthly airdrop reports, per reference (l). Analyze compiled data for trends in personnel, equipment performance, and procedural adequacy. Distribute safety trend analysis results and statistics in conjunction with the Navy Airborne Operations Program Working Group.

(3) Provide safety assistance to SEA 06-NSW (PMS340) and to commands conducting parachute and cargo airdrop operations as an essential part of their assigned mission, inclusive of reviewing safety assessments on new equipment.

(4) Advise CNO on the status of the Navy Safety and Occupational Safety and Health Program as it relates to parachuting and aerial delivery activities.

(5) Maintain a safety checklist that addresses airborne administrative requirements, training, facilities, operational equipment, support equipment, and operations. Provide this checklist, upon request, to Navy commands in advance of airborne operations assessments.

(6) Perform periodic assessments of all airborne operations paralofts and training, in coordination with the TYCOM, at least once every 36 months or upon request by the individual unit. These assessments are designed to provide identification of risk in the following areas: administration and training, facilities, operational equipment, support equipment, and training evolutions. Notification of scheduled assessments will occur via naval message and will be released by the start of the fiscal year.

d. TYCOMs

(1) Prepare and train assigned forces.

(2) Provide authoritative direction and oversight to assigned forces on all aspects of airborne operations and training. Ensure unit training and equipment are aligned with supported forces to meet geographic combatant commander priorities and mission requirements.

(3) Ensure Navy parachutists and personnel employ only approved systems and equipment following specific approval requirements and parameters.

(4) Exercise approval authority on requests for training and equipment waivers.

(5) Submit and manage OPNAV-approved ETPs.

(6) Perform periodic operational, administrative, and material inspections of units assigned parachute operations and their supporting units. Any safety-related trend data must be reported to the NAVSAFECEN. Any equipment-related issues must be reported to SEA 06-NSW (PMS340).

e. Squadron and Group Commanders, COs, and Officers in Charge

(1) Provide trained forces to execute geographic combatant commander missions as required.

(2) Execute all aspects of airborne operations and training per this instruction and TYCOM direction.

(3) Ensure parachute and cargo airdrop packing, maintenance, storage, training, and administrative spaces and facilities meet the requirements of reference (k).

(4) Ensure parachute equipment and systems are packed, maintained, modified, or altered by qualified personnel per references (f) and (n), and this instruction.

(5) Ensure parachute and cargo airdrop operations are conducted by qualified personnel following approved procedures outlined in this instruction. Periodic requalification must also be performed per service and TYCOM directives.

(6) Ensure assigned parachutists meet the physical standards and are periodically examined per MILPERSMAN 1220-030 and NAVMED P-117.

(7) Maintain records of all command airborne operations activities to include official logs of parachute and cargo airdrop operations and copies of malfunction and incident reports, permissive orders, duty assignment letters, and certification letters. This policy is required regardless of an individual's permanent command assignment. These documents are official records and must be retained for 3 years. Additionally, individual parachutists must maintain a personal parachute log documenting all military parachute jumps.

(8) Ensure monthly joint airdrop summary reports are submitted to the NAVSAFECEN per the requirements of reference (l) via the approved electronic reporting system. Negative reports are required.

(9) Report equipment product quality deficiencies, design, and manufacturing defects to SEA 06-NSW (PMS340) for resolution. Units must not contact the equipment manufacturers to resolve problems.

(10) Ensure parachute maintenance facilities have a published tool control program, per reference (f).

f. Chief of Naval Personnel

(1) Provide criteria for selecting personnel for basic, advanced, and specialized airborne training. Exercise approval authority over requests to deviate from qualification requirements.

(2) Obtain recommendations from Chief, Bureau of Medicine and Surgery on requests to waive physical and psychological standards.

(3) Develop officer and enlisted airborne classification codes.

(4) Establish and publish airborne qualification and requalification criteria and the administrative procedures for documentation in member service records and parachute logs.

(5) Establish, monitor, and administer a progressive career path for aircrew survival equipmentmen who have earned NEC 773A under existing personnel management policies, consistent with the needs of the Navy.

g. Bureau of Medicine and Surgery

(1) Establish and publish medical standards for parachutists and coordinate proposed changes with OPNAV N95.

(2) Provide recommendations to Chief of Naval Personnel concerning requests to waive established standards for airborne candidates and otherwise qualified parachutists.

h. Commander, Naval Supply Systems Command

(1) Provide material support to meet fleet requirements for airborne operations systems and equipment, per OPNAVINST 4441.12D.

(2) Provide supply management guidance for Navy airborne operations equipment and systems. Maintain liaison with SEA 06-NSW (PMS340) following existing program support agreements.

7. Records Management

a. Records created as a result of this instruction, regardless of format or media, must be maintained and dispositioned per the records disposition schedules located on the Department of the Navy Directorate for Administration, Logistics, and Operations, Directives and Records Management Division portal page at <https://portal.secnav.navy.mil/orgs/DUSNM/DONAA/DRM/Records-and-Information-Management/Approved%20Record%20Schedules/Forms/AllItems.aspx>.

b. For questions concerning the management of records related to this instruction or the records disposition schedules, please contact the local records manager or the Department of the Navy Directorate for Administration, Logistics, and Operations, Directives and Records Management Division program office.

8. Review and Effective Date. Per OPNAVINST 5215.17A, OPNAV N95 will review this instruction annually around the anniversary of its issuance date to ensure applicability, currency, and consistency with Federal, DoD, Secretary of the Navy, and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will be in effect for 10 years, unless revised or cancelled in the interim, and will be reissued by the 10-year anniversary date if it is still required, unless it meets one of the exceptions in OPNAVINST 5215.17A, paragraph 9. Otherwise, if the instruction is no longer required, it will be processed for cancellation as soon as the need for cancellation is known following the guidance in OPNAV Manual 5215.1 of May 2016.

9. Forms and Information Management Control

a. The following forms listed in subparagraphs 9a(1) through 9a(8) are available for download from Naval Forms Online, <https://forms.documentservices.dla.mil/order/>.

(1) OPNAV 3501/63 Special Operations Parachute Rigger Job Qualification Requirements

(2) OPNAV 3501/64 Special Operations Parachute Rigger QAI Job Qualification Requirements

(3) OPNAV 3501/65 NTPS Special Operations Parachute Rigger Job Qualification Requirements

(4) OPNAV 3501/66 NTPS Special Operations Parachute Rigger QAI Job Qualification Requirements

(5) OPNAV 3501/67 Parachutist Altimeter History Record

(6) OPNAV 3501/68 Ram-Air Parachute History Record

(7) OPNAV 3501/69 Static Line Main Parachute History Record

(8) OPNAV 3501/70 Static Line Reserve Parachute History Record

OPNAVINST 3501.225D
20 Mar 2020

- b. Data collections required within this instruction fall under OPNAV RCS 3750-20.

A handwritten signature in black ink, appearing to read 'T. W. King', is positioned above the printed name and title.

T. W. KING
Director, Expeditionary Warfare

Releasability and distribution:

This instruction is cleared for public release and is available electronically only via Department of the Navy Issuances Web site, <https://www.secnav.navy.mil/doni/default.aspx>

REFERENCES

- Ref: (a) NAVSEAINST 13512.1M
(b) USSOCOM M350-3 of 19 Oct 2018 (NOTAL)
(c) ATP 3-18.11/AFMAN 11-411(I)/NTTP 3-05.26M of Oct 2014 (NOTAL)
(d) ATP 3-18.10 of 24 February 2016
(e) NAVSEA ULSS 1170417BB-781-D-O-U (NOTAL)
(f) NAVSEA Maintenance Plans 1170417BB-781-D-O-M (NOTAL)
(g) COMNAVSPECWARCOMINST 3000.3C (NOTAL)
(h) NETC P1552/16 of Jul 2017
(i) DoD Instruction 4500.53 of 20 October 2008
(j) USSOCOM Directive 350-8 (NOTAL)
(k) NAVAIR 13-1-6.2 (NOTAL)
(l) OPNAVINST 4630.24D
(m) OPNAVINST 5102.1D
(n) NAVPERS 18068F, Volume II, July 2019

TRAINING

1. Specific qualification and currency requirements listed in this instruction and references (b) through (d) and (g) must be adhered to. Navy personnel engaged in airborne operations activities must be qualified through a formal DoD certified or recognized COI. The initial training per subparagraphs 1a through 1l must be conducted through formal service approved COIs.

- a. SL Parachutist
- b. MFF Parachutist
- c. SL JM
- d. MFF JM
- e. Special operations parachute rigger
- f. FAA Senior and Master rigger certification
- g. Aerial Delivery Load Inspector Certification course
- h. Automatic activation device assembly (maintenance on automatic activation devices requiring formal training)
- i. Oxygen systems technician and maintenance
- j. Hazardous cargo certifier
- k. Aircraft load planner
- l. Other “support courses” with multi-service utility, as required

2. The training listed below in subparagraphs 2a through 2l may be conducted at the unit level when taught using minimum qualifications requirements listed in reference (h) and command approved training programs (e.g., JQRs, personnel qualification standards, lesson training guides, operation and maintenance manuals). This list is not all inclusive.

- a. NTPS use and main canopy packing
- b. Tactical parachute systems use and parachute packing of Ram-Air main canopies
- c. Ram-air personnel parachute system transition training
- d. EOD Parachutist Proficiency Training Course

- e. AOT
 - f. AOT Air-to-Air Cameraman
 - g. AOT examiner
 - h. Aircraft Safety
 - i. DZ Safety Officer
 - j. DZ Malfunction Officer
 - k. Oxygen Safety
 - l. QAI
3. Per reference (b), an ETP approved by the USSOCOM chief of staff is required prior to using non-traditional training as a substitute for or augmentation of formal service-approved training.
4. Monthly special operations parachute rigger professional development training will be conducted, and, at a minimum, each topic must be covered at least once annually.
- a. Each type, model, and series parachute assigned, per applicable publications.
 - b. Malfunction officer procedures and emergency action procedure drills.
 - c. Completing malfunction and incident reports.
 - d. Ancillary equipment inspection procedures.
 - e. Proper history record documentation.
 - f. Safety as it pertains to airborne operations and lessons learned.
 - g. DZ operations.
 - h. Operational risk management for air operations.
 - i. Tool control.
 - j. Publications.
 - k. Joint airdrop inspections.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION (RDT&E)

1. Technical Authority. SEA 06-NSW (PMS340) is the technical authority for ANU designation of equipment and systems used for the Navy Airborne Operations Program.

a. SEA 06-NSW (PMS340) will obtain engineering and test plan guidance from a qualified Government technical support activity for airborne operations equipment or systems to determine if Government testing or live jumps are recommended or required prior to approval for use.

(1) Naval Air Warfare Center Weapons Division, China Lake, will generally be tasked to test and evaluate airborne operations equipment systems not already approved by other Services or Navy components.

(2) SEA 06-NSW (PMS340) may also fund other DoD authorized technical support activities to support Navy RDT&E efforts.

(a) T&E plans must be approved by SEA 06-NSW (PMS340).

(b) Funding may be required from the requesting organization, depending on the extent of T&E required.

(c) Developmental and operational test data obtained from other sources must be provided to SEA 06-NSW (PMS340) and used for the ANU process.

(3) Prior to SEA 06-NSW (PMS340) endorsing either an interim safety release to commence live jumps, or approval for Navy use, an engineering assessment with endorsement by an authorized DoD testing activity and NAVSAFECEN must be conducted. It must review available manufacturer's performance specifications, test data, configuration control, maintenance, and training requirements. The assessment will also address all aircraft safety of flight requirements; and any other available Government testing data and safety releases or confirmations.

(4) Items potentially hazardous to safety of flight must meet, as appropriate, DoD aircraft class desk testing requirements, airlift of hazardous materials requirements, and airdrop certifications. Equipment approved for use on FAA Regulation Part 91 or Part 135 contracted aircraft must meet FAA safety of flight requirements. Items not meeting safety of flight requirements, or new RDT&E technology falling outside of established requirements, must have a flight clearance prior to taking aboard DoD or FAA aircraft.

(5) Upon satisfactory completion of operational testing and evaluation requirements, approval for inclusion on the ANU list will follow the procedures of reference (a).

b. Per reference (b), equipment approved for use by other DoD components may be recognized as ANU by SEA 06-NSW (PMS340) so long as the associated information from manufacturers and RDT&E documentation from other qualified Government activities support such approval.

(1) In some cases, equipment approved for use by other DoD components is the result of abbreviated testing and evaluation criteria authorized by the fielding and deployment release authority, and may not be suitable for Navywide use without applying additional testing rigor.

(2) SEA 06-NSW (PMS340), with advice from Naval Air Warfare Center Weapons Division, China Lake, will determine if additional testing and evaluation is recommended or required prior to authorizing equipment for Navy-wide use.

2. Technical Support. Technical support agencies tasked by SEA 06-NSW (PMS340) to support specific airborne operations efforts are authorized to purchase and use equipment which has not been certified or added to the ANU for the purpose of T&E equipment and procedures. Procurement and RDT&E authorization must be obtained in writing from SEA 06-NSW (PMS340).

3. Naval Special Warfare Development Group (NAVSPECWARDEVGRU). NAVSPECWARDEVGRU is authorized to purchase, develop, and employ critical and minor equipment in conjunction with mission-related T&E procedures which have not been previously authorized by other Services or added to the ANU list.

a. Critical Equipment. RDT&E of commercial, developmental, and non-developmental equipment to address a documented operational shortfall or capability gap, or to integrate advanced technologies to provide leap-ahead capabilities.

(1) Requires initiation of a formal combat evaluation coordinated by the combat development directorate (N5) and authorized by the combat evaluation approving authority (e.g., cognizant TYCOM or operational commander).

(2) Requires written engineering and test plan guidance from Naval Air Warfare Center Weapons Division, China Lake; U.S. Army Combat Capabilities Development Command-Soldier Center; or other qualified Government agencies for airborne operations equipment and systems.

(3) The material solution selected requires a fielding and deployment release approved by the combat evaluation approving authority. Provide developmental and operational test data obtained, user assessment results, and approved fielding and deployment release to SEA 06-NSW (PMS340) to determine the potential for authorizing the selected material solution for Navywide use.

b. Minor Equipment. Testing and evaluation of commercial and non-developmental equipment to enhance current capabilities or integrate advanced technologies to provide leap-ahead capabilities.

(1) Pre-authorized as part of the NAVSPECWARDEVGRU charter to conduct T&E activities on behalf of NSW and other USSOCOM forces. A unit-level combat evaluation will be coordinated by the NAVSPECWARDEVGRU Selection, Training, and Enhanced Performance Directorate and conducted by the NAVSPECWARDEVGRU Air Operations Committee.

(2) The material solution selected requires a fielding and deployment release approved by Commander, NAVSPECWARDEVGRU, who will provide operational test data obtained, user assessment results, and approved fielding and deployment release to SEA 06-NSW (PMS340) to determine the potential for authorizing the material solution selected for Navywide use.

4. COMNAVSPECWARCOM and Commander, NAVEXPDCMBTCOM.

COMNAVSPECWARCOM and Commander, NAVEXPDCMBTCOM, are authorized to provide evaluation support and services in the operational test phase of development, to include live jumps and cargo airdrops, on all categories of commercial and non-developmental airborne operations equipment recommended for inclusion on the ANU list. This authorization will be subject to written SEA 06-NSW (PMS340) approval and safety release for each item with endorsement and technical oversight by the tasked Government testing activity. SEA 06-NSW (PMS340) authorization letters must be reviewed and re-signed annually for continued authorization.

CONTRACTOR SUPPORT

1. Contractors. Contractors and sub-contractors are a justifiable resource to augment manpower requirements and maximize training effectiveness and efficiency. Due to the life support nature of parachuting and parachuting equipment, nothing in this instruction or enclosure should be interpreted as allowing parachute rigging, packing, maintenance, pack-in-process QAIs, parachuting, and parachuting instruction performed by contractors to be less restrictive than is required for an active duty special operations parachute rigger, naval parachutist, or Navy instructors.
2. Contracting Officers. Contracting officers and contracting officer's representatives (COR) must ensure the requirements of this instruction and applicable references are added to FAA rigger and parachute instructor contracts, and are strictly enforced. If there is a contracting issue that cannot meet this instruction, an approved ETP is required from OPNAV N95 prior to releasing the contract.
3. Documentation. In order to document and address manning shortfalls, justification for contracted instructor and special operations parachute rigger services pertaining to the Airborne Operations Program must be submitted to OPNAV N951 on a semi-annual basis. For the purpose of informing, the requirements process submissions should address:
 - a. a clearly defined operational need;
 - b. complete analysis of active duty and DoD civilian manning shortfalls to fill the requirement;
 - c. that in-house capability is not available and cannot be developed in time to meet the operational need;
 - d. development of in-house capabilities is not cost effective due to the transient nature of the capabilities-based requirement;
 - e. that the contracted training objectives must directly support command mission-essential task list core tasks and missions; and
 - f. that the contracted services must be achieved at an acceptable cost to the Government.
4. FAA Riggers. Contracted FAA riggers may maintain and pack tactical and NTPS main and reserve parachutes and cargo parachutes. They may be contracted on a short-term basis to maintain parachutes for an individual COI or training block; or on a longer-term basis to maintain parachutes as a qualified special operations parachute rigger, employed in a paraloft or with Naval Special Warfare Advanced Training Command as support to the Navy Parachute Course (NPC).

a. When hiring contractors or sub-contractors, the contracting officer and COR must make every attempt to hire personnel who have graduated from an authorized Military Service or USSOCOM approved parachute rigger school; SL; SL JM; MFF basic; or MFF JM course, as required, for their job performance.

b. Non-special operations parachute rigger-qualified parachutists are not authorized to pack parachutes or perform maintenance under the authority of an FAA master rigger.

c. Detailed support requirements must be written into contract PWSs and SOWs outlining specific policies, TM requirements, and standards for contracted services, which must strictly follow this instruction. PWSs and SOWs must include the following in subparagraphs 4c(1) through 4c(3).

(1) A detailed quality assurance plan listing all QAI checks referenced in each TM for tactical, non-tactical, and cargo parachute equipment maintained.

(2) Provisions for the supported Navy command or NAVSAFECEN to conduct airborne operations safety surveys and random inspections on parachute systems the Government chooses, to ensure all procedures are properly followed and the work being performed is correct per the applicable TM.

(3) The contracted FAA rigger statement provided in the current edition of reference (e) must be inserted into the contract, and signed annually by each contracted FAA rigger.

d. Commands who contract with FAA riggers must be in strict compliance with this instruction and have at least one qualified active duty or DoD civilian special operations parachute rigger QAI assigned for the equipment maintained. The active duty or DoD civilian QAI must have oversight of the maintenance functions performed by the contracted FAA riggers and maintain ultimate authority on whether the work performed meets serviceability, packing, inspection, and maintenance standards. Should the work performed not meet the standards established in this instruction and supporting references, the equipment must be immediately removed from service and the contracting officer and COR must be notified.

(1) Parachute packing and maintenance must strictly follow the parachute systems' TM. Pack-in-process QAIs for NTPS main and reserve parachute systems must be per enclosure (6).

(2) FAA riggers contracted to support individual COIs or training blocks must be supervised by qualified active duty or DoD civilian QAIs, and are not authorized to perform pack-in-process or final QAIs unless approved by OPNAV N951 and the support is specified within the PWS or SOW.

(3) FAA riggers contracted to support Navy paralofts and the NPC via longer-term contracts may qualify as QAIs on tactical equipment and NTPS after actively working in a

paraloft, or supporting the NPC, for a minimum of 6 months. Actively working in a paraloft is defined as fully engaged in typical paraloft or NPC activities on a regular basis packing parachutes, maintaining life support equipment, enhancing special operations parachute rigger skills, and gaining knowledge to safely become a QAI to inspect others' packing parachutes.

(4) Contracted FAA riggers must legibly sign the parachute log record as the packer. The QAI performing the pack-in-process inspection must legibly sign the parachute log record as the inspector.

e. Contracted FAA riggers packing U.S. Navy parachutes must adhere to the training and currency requirements listed under subparagraphs 4e(1) through 4e(5) set forth by the Navy Airborne Operations Program designated training agent.

(1) Must be FAA senior or master rigger certified with the appropriate rating for the type of work being performed.

(2) Must complete formal training on the military equipment they are working on provided by the Center for Naval Aviation Technical Training Detachment, Ft Lee, VA.

(3) Must complete OPNAV 3501/63 Special Operations Parachute Rigger Job Qualification Requirements, which must be signed off by a current special operations parachute rigger QAI. E-4 QAIs are not authorized to sign off JQRs performed by contracted FAA riggers.

(4) Actively perform the duties of a special operations parachute rigger-qualified contracted FAA rigger within the previous 182-day period, otherwise the special operations parachute rigger qualification is no longer valid and the individual must be re-certified using the OPNAV 3501/63.

(5) Be authorized in writing as a special operations parachute rigger for the assigned command's parachute equipment by the CO.

5. NPC. The NPC may contract FAA rigger support for tactical and NTPS packing and maintenance without the need to submit justification to OPNAV N95 as outlined in paragraph 4 above. However, the NPC must be in strict compliance with all other parts of this instruction unless specifically identified in this paragraph.

a. All packing and maintenance actions must be performed on-site by the contractor staff.

(1) A qualified active duty or DoD civilian special operations parachute rigger QAI assigned to Naval Special Warfare Advanced Training Command must be on site to oversee contractor packing and maintenance. Naval Special Warfare Advanced Training Command will ensure a packer-to-QAI ratio of 4-to-1 is maintained.

(2) The designated Naval Special Warfare Center Advanced Training Command QAI has ultimate authority on whether the work performed meets serviceability, packing, inspection, and maintenance standards. Should the work being performed not meet standards established in this instruction and supporting references, the on-site Naval Special Warfare Center Advanced Training Command QAI must immediately remove the equipment from service and the contracting officer and COR must be notified.

b. NPC FAA riggers must complete special operations parachute rigger JQRs pertinent to the systems assigned to NPC, which must be signed off by a current special operations parachute rigger QAI. E-4 QAIs are not authorized to sign off JQRs performed by contracted FAA riggers.

c. NPC FAA riggers must actively perform the duties of a special operations parachute rigger-qualified contracted FAA rigger within the previous 182-day period, otherwise the special operations parachute rigger qualification is no longer valid and the individual must be re-certified using the special operations parachute rigger JQRs.

d. NPC-contracted FAA riggers may become special operations parachute rigger QAI qualified, per this instruction, on any parachute systems employed at the NPC only. Reference (g) training and currency requirements must be adhered to.

(1) Must be a current FAA senior or master rigger who is certified with the appropriate rating for the type of work being performed.

(2) FAA senior riggers are authorized to perform QAIs on NPC main canopies only.

(3) FAA master riggers may perform QAIs on any NPC parachute system.

(4) Be authorized in writing as a special operations parachute rigger QAI for the NPC's parachute equipment by the CO.

6. Drug and Alcohol Use and Urinalysis Screening. Contracted parachute riggers and contracted parachuting instructors must be drug-free. The contractors are responsible for providing the contracting officer with the results of a urinalysis screening completed within 30 days prior to commencing work. The pre-employment urinalysis screening must be conducted using an enzyme immunoassay screening technique, or equivalent, at a testing facility approved by the Navy. Urinalysis testing must be funded by the contractor.

7. Maintenance of a Drug-Free Environment. Packing and maintaining parachute equipment and parachuting instruction are considered high-risk activities. In order to ensure safety, the Government has a reasonable expectation for contracted parachute riggers and parachuting instructors to remain free of harmful drugs at all times. Therefore, the contractor is responsible for establishing internal procedures on a semi-annual, no-notice basis to provide this assurance. The results of urinalysis or blood screenings must be handled in the same manner as outlined in

paragraph 6 above. In the event a controlled substance is prescribed for a medical condition, it must be the contractor's responsibility to inform the contracting official. The contracting official will relieve that parachute rigger or parachuting instructor from any high-risk training evolutions until a medical official certifies the individual as fit for duty per BUMEDINST 6120.20C. If a member of the contractor's rigging staff is suspected of drug abuse, all equipment previously packed by this person must be immediately removed from service until equipment inspections and repacks can be completely accomplished. All expenses incurred are the sole responsibility of the contractor.

SPECIAL OPERATIONS PARACHUTE RIGGER

1. Special Operations Parachute Rigger (NEC 773A). The special operations parachute rigger packs and maintains airborne operations equipment unique to NSW and EOD operations. Qualification and designation requirements are set forth in reference (n). Prior service DoD civilians who meet the training requirements of special operations parachute rigger, or DoD civilians who are FAA senior or master rigger certified with the appropriate rating for the type of work being performed, and who have completed Naval Education and Training Command, special operations parachute rigger course identification number (CIN) C-860-0011, course development plan 11MN, or U.S. Army Quartermaster School, Fort Lee, VA on the military parachute systems they are packing and maintaining, may be designated as a special operations parachute rigger. Once qualified, training and currency requirements set forth by the designated training agent in reference (g) must be adhered to. Requirements, procedures, and authority for voiding special operations parachute rigger designation (NEC 773A) are contained in reference (n). Additionally, Navy commands may have the special operations parachute rigger designation revoked in the event of severe safety violations, conviction by military or civilian authority for unauthorized drug usage, or for gross negligence.

a. Prospective special operations parachute riggers must complete OPNAV 3501/63 and any additional requirements dictated by reference (g), which must be signed off on by a current special operations parachute rigger QAI. Special operations parachute riggers assigned to maintain NTPS must also complete the OPNAV 3501/65 NTPS Special Operations Parachute Job Qualification Requirements under the supervision of an NTPS special operations parachute rigger QAI.

b. Special operations parachute riggers must be actively performing the duties of a special operations parachute rigger within the previous 182-day period or the special operations parachute rigger qualification is no longer valid; the individual must be re-certified using the OPNAV 3501/63 and OPNAV 3501/65 and any additional requirements dictated by reference (g). This may be extended to 1 year for personnel deployed with a parachute capability.

c. Special operations parachute riggers must be designated in writing by the unit CO as a special operations parachute rigger.

d. Once qualified, special operations parachute rigger designation may transfer from command to command, pending CO approval. For fleet interoperability, if a qualified special operations parachute rigger is assigned to an NSW or EOD command, special operations parachute rigger qualifications may be recognized by other NSW or EOD commands, pending documented CO approval. Special operations parachute riggers must:

(1) complete the OPNAV 3501/63;

(2) be designated as a special operations parachute rigger by the CO; and

(3) actively perform the duties of a special operations parachute rigger within the previous 182 days. Waivers may be granted by the CO for up to 1 year due to deployment. If 182 days have lapsed, the individual must be recertified via special operations parachute rigger JQRs.

2. Responsibilities and Requirements Pertaining to Special Operations Parachute Riggers

a. TYCOM Assigned Special Operations Parachute Riggers

(1) Be a master chief parachute rigger who has earned NEC 9554.

(2) Be a direct advisor to the commander for all airborne operations activities related to premeditated personnel parachuting and cargo airdrop systems, procedures, maintenance, and management.

(3) Ensure an adequate airdrop force structure is maintained to support current airdrop doctrine as identified through the Joint Capabilities Integration Development System doctrine, organization, training, materiel, leadership and education, personnel, and facilities, policy analysis.

(4) Conduct immediate superior in command inspections on all subordinate airborne operations commands.

(5) Enforce special operations parachute rigger regulations per this instruction and any pertinent OPNAV, Naval Sea Systems Command, or other governing instructions.

(6) Review and forward equipment recommendations to SEA 06-NSW (PMS340) for addition to the ANU list.

b. Major Command-Assigned Special Operations Parachute Riggers

(1) Be a master chief parachute rigger or senior chief parachute rigger or civilian equivalent who is a special operations parachute rigger.

(2) Provide subject matter expertise to the commander for air operations under his or her command.

(3) Enforce special operations parachute rigger regulations per this instruction and any pertinent OPNAV, Naval Sea Systems Command, TYCOM, or other governing instructions.

(4) Recommend equipment for approval to the table of allowance and ensure sufficient specialized personnel are assigned to adequately support cargo and personnel parachute systems, parachute recovery, airdrop systems, and related components.

(5) Plan and coordinate any enterprise airborne operational pause.

(6) Conduct immediate superior in command inspections on all subordinate airborne operations commands at the direction of the TYCOM.

(7) Review all malfunction reports prior to being submitted.

c. Subordinate Unit COs

(1) Ensure qualified special operations parachute riggers engaged in airdrop rigging, parachute maintenance, and parachute packing are active duty Navy, Navy Reserve, full-time support or civilian equivalent personnel who meet the requirements as outlined in the following subparagraphs 2c(1)(a) through 2c(1)(d).

(a) Have attended Navy Special Operations Parachute Rigger School, CIN C-860-0011, or Service equivalent.

(b) Are assigned and occupy an authorized special operations parachute rigger position.

(c) Are qualified parachutists.

(d) Have completed the appropriate JQRs.

Note: Other Service parachute riggers may be utilized if they have attended an approved Service parachute rigger course and have been properly trained on the equipment through the JQR process.

(2) Implement training and certification procedures which ensure safe packing of Navy tactical and NTPS main canopies by MFF-qualified military or DoD civilian personnel who are not special operations parachute riggers, and account for the safety of all military and DoD civilian personnel performing MFF operations regardless of deployment method.

Note: Qualified personnel who possess special operations parachute rigger NEC 773A may be authorized to supervise airdrop support activities. Certain circumstances may dictate such personnel be temporarily detailed to supervisory positions for limited periods of time with the use of a memorandum of understanding or temporarily assigned orders.

(3) Designate primary and secondary jump log custodians to maintain command jump records.

d. Paraloft Manager

(1) Be a senior (E-7 or E-8) qualified special operations parachute rigger or other authorized unit supervisor, and act as the commander's senior airdrop advisor and subject matter expert for matters pertaining to the security, storage, transportation, packing, and maintenance of cargo and personnel parachute systems and other related components within the command.

(2) Ensure applicable TMs and messages for assigned equipment are on hand or readily available, and prescribed rigger checks are performed to ensure quality control and safety.

(3) Ensure only qualified QAIs (also known as pack-in-process inspectors) conduct the pack-in-process QAI checks as prescribed in the applicable TMs for assigned equipment.

(4) Ensure non-parachute riggers packing the main canopy of a Ram-Air personnel parachute system adhere to the packing and maintenance compliance standards of the Ram-Air personnel parachute system following the training and certification program.

(5) Ensure each QAI supervises no more than four parachute packers at any given time regardless of parachute type.

(6) Ensure only qualified special operations parachute riggers under proper supervision inspect, pack, and maintain tactical and non-tactical reserve parachutes.

(7) Sign for and be responsible for command air operations equipment.

(8) Attend malfunction review boards and Navy Airborne Operations Program working groups or send designated representatives.

(9) Develop and administer QAI open book written exams.

(10) Ensure air operations malfunctions, mishaps and incidents with command owned equipment are reported per the directives and procedures in the appropriate timelines.

e. Paraloft Leading Chief Petty Officer. Must be an E-7 or above, and a fully qualified special operations parachute rigger. Circumstances in manning may dictate E-6 personnel be placed in the role of leading chief petty officer. Leadership, maturity, and extreme confidence must be taken into consideration by the CO when making this decision. Leading chief petty officers' responsibilities are per the following subparagraphs 2e(1) through 2e(13).

(1) Perform the duties and responsibilities of the senior airdrop advisor and subject matter expert for matters pertaining to the security, storage, transportation, packing, and maintenance of cargo and personnel parachute systems and other related components within the command. Also act as cargo airdrop program manager, in their absence.

- (2) Maintain parachutes and ancillary equipment under their responsibility.
- (3) Manage parachute rigger qualifications.
- (4) Manage manning and qualifications within the paraloft.
- (5) Ensure paraloft and air operations equipment have controlled access per this instruction.
- (6) Ensure a tool control program is followed per applicable manuals.
- (7) Ensure monthly training is conducted and documented.
- (8) Review and ensure malfunction reports are submitted for command equipment in the appropriate time frames.
- (9) Report quality and engineering deficiencies to SEA 06-NSW (PMS340) and NAVSAFECEN for immediate action.
- (10) Ensure the applicable reference material and manuals are available, out and open, and in use during parachute packing operations.
- (11) Be available during parachute packing operations.
- (12) Perform quarterly parachute pull-down inspections on a random sample of parachutes certified by any pack-in-process QAI. Results must be reported to the paraloft manager.
- (13) Ensure the tri-annual malfunction review boards are attended.

f. QAIs. QAIs are vital to safe practices and proper life-saving maintenance. Each QAI is a direct representative of the CO in this capacity. Military personnel and DoD civilians who are assigned to a paraloft as special operations parachute riggers may be qualified and designated as QAIs. The qualification and currency requirements in subparagraphs 2f(1) through 2f(8) below must be adhered to.

(1) Be military E-5 or above, DoD civilian GS-9 or above, or an FAA master rigger who is contracted to support the NPC. Circumstances may dictate military E-4 special operations parachute riggers be temporarily authorized to perform QAI duties, with the restrictions listed below in subparagraphs 2f(1)(a) and 2f(1)(b).

(a) For periods not to exceed 182 days. Those in excess of 182 days require TYCOM approval.

(b) May be granted by the first O-5 in the chain of command, but only after careful consideration of the urgency of the situation and alternatives. Safety, demonstrated technical proficiency, and maturity must be the foremost considerations.

(2) Be permanently assigned to a paraloft for a minimum of 6 months with normal duties, to include packing and maintaining parachutes and ancillary equipment.

(3) Complete the OPNAV 3501/64 Special Operations Parachute Rigger QAI Job Qualification Requirements, and any additional requirements dictated by reference (g), and be qualified on each applicable system being utilized. The JQRs must be signed off by a current QAI who has been qualified for at least 1 year. Authorized E-4 QAIs may not sign other QAI JQRs.

(4) If conducting QAIs on NTPS, must also be a current FAA senior or master rigger certified with the appropriate rating for the type of work being performed, and complete the OPNAV 3501/66 NTPS Special Operations Parachute Rigger QAI Job Qualification Requirements.

(5) Be designated in writing as a QAI by the unit CO.

(6) If previously qualified as a QAI in an NSW or EOD command, requalify by passing a written exam given by the paraloft manager.

(7) If transferring from a command other than an NSW or EOD command, complete the full QAI JQRs.

(8) Maintain qualifications by performing QAI inspections on equipment every 182 days. This may be extended to 1 year by the first O-6 in the chain-of-command for personnel deployed with a parachute capability.

g. Echelon 4 and Detachment Special Operations Parachute Riggers

(1) Complete the requirements for special operations parachute rigger designation.

(2) Track air operations qualifications to ensure currency and qualifications are met for the command.

(3) Be knowledgeable about air operations-related items used by the team.

(4) Write and submit malfunction reports per applicable directives.

(5) Provide monthly training to qualified special operations parachute riggers in the command.

(6) Make every effort to attend special operations parachute rigger training at a local paraloft.

(7) Assist the command in preparing for the annual airborne operational pause.

3. Special Operations Parachute Rigger COIs. The courses listed below in subparagraphs 3a through 3c are essential to special operations parachute rigger training, professional development, and career path.

a. Prerequisites

(1) Basic Airborne COI

(2) NPC SL and MFF tracks

(3) Navy special operations parachute rigger COI, CIN: C-860-0011

b. Essential Required Courses and Qualifications

(1) Approved MFF COI

(2) Aerial Delivery Load Inspector Course, CIN: C-860-0100

(3) FAA Senior rigger Certification

c. Enhancing Advanced Courses or Qualifications

(1) SL JM

(2) MFF JM

(3) Helicopter Rope Suspension Techniques master course

(4) FAA Master rigger Certification

(5) Basic Instructor course, NEC 9502

(6) EOD Parachute Proficiency Training course, CIN: S-431-3333

(7) Helicopter Sling Load Inspector Certification course (860-F4)

(8) United States Parachute Association Coach course

(9) United States Parachute Association Advanced Free Fall Instructor course

(10) Approved special operations forces vertical wind tunnel training

(11) Approved special operations forces canopy control course

4. Maintaining Parachute Rigger Qualifications. Special operations parachute riggers and SEALs and EOD-qualified parachute riggers must be actively engaged in performing packing and rigging duties to maintain proficiency and to ensure operational systems are safe for use.

a. Qualified personnel not assigned to a parafoft must make every effort to maintain parachute rigger qualifications at any parafoft capable of facilitating re-qualification.

b. Qualifications lapse after 182 continuous days of no activity. This may be extended to 1 year by the first O-6 in the chain-of-command for personnel deployed with a parachute capability.

c. If qualifications lapse, personnel must be retrained and requalified per reference (g).

d. Qualification reciprocity between COMNAVSPECWARCOM and NAVEXPDCMBTCOM subordinate commands is authorized once initially qualified and designated in writing. Members must still be designated by the unit CO.

5. Special Operations Parachute Rigger-Qualified DoD Civilians

a. Prior service DoD civilians who meet the special operations parachute rigger training and qualification requirements outlined in this instruction may be designated and employed as special operations parachute riggers.

b. Personnel who are FAA senior or master rigger certified with the appropriate rating for the type of work being performed may be designated and employed as NTPS special operations parachute riggers after completing the special operations parachute rigger training and qualification requirements outlined in enclosures (2) and (6).

c. Special operations parachute rigger designation may be suspended or revoked in the event of severe safety violations, conviction by military or civilian authority for unauthorized drug usage, or gross negligence as outlined in this instruction.

6. Training Agent

a. The Center for Naval Aviation Technical Training, Pensacola, FL is the designated training agent for the special operations parachute rigger initial skill set related training which provides the 773A NEC.

b. COMNAVSPECWARCOM provides guidance for training and is the approval authority for associated formal initial skill set COIs, and standardization of lesson training guides and JQRs not contained in this instruction. COMNAVSPECWARCOM must coordinate training requirements with Commander, NAVEXPDCMBTCOM, and EOD.

7. Special Operations Parachute Rigger Training. The special operations parachute rigger local training topics outlined in enclosure (2) must be conducted monthly and documented in training records. Each topic must be covered at least once annually.

8. Special Operations Parachute Rigger Continuing Education. Special operations parachute rigger leadership must meet at least biannually to discuss community related issues in addition to leadership and training developments. Ideally, this should be scheduled to coincide with the Navy Airborne Operations Program Working Group. Every effort should be made for personnel to attend the Navy Airborne Operations Program Working Group and malfunction review boards to educate special operations parachute riggers on issues affecting airborne operations and equipment.

NON-TACTICAL PARACHUTE SYSTEM (NTPS)

1. NTPSs. NTPSs are not designed or approved for combat-equipment or oxygen operations. NTPSs may require additional, specialized training prior to use. NTPSs offer capabilities which enable authorized users to perform their jobs more safely and efficiently.
2. Training. Use of NTPS by Navy personnel requires the completion of transition training taught by a qualified AOT or AOT examiner per TYCOM directives. Additionally, personnel must be authorized by their CO per AOT and AOT examiner JQRs in reference (g).
3. Risk Management. NTPS parachute operations must be conducted with the same level of risk mitigation as required with tactical parachute systems for military parachute operations. This includes, but is not limited to: verifying jumper qualifications; conducting a jump brief with detailed emergency procedures, pilots brief, parachute technical rigger inspections, pack-in-process QAIs, and jumpmaster personnel inspections (JMPI); assigning a DZ safety officer, DZ malfunction officer, medic, and safety swimmers, as applicable; designating safety vehicles; using approved communications equipment; and following wind restrictions, flotation requirements, and safety boat requirements.
 - a. Reference (c) outlines the minimum and maximum aircraft exit altitudes, main canopy deployment altitudes, and cut-away altitude for all tactical and non-tactical systems.
 - b. At or near main canopy activation altitude, parachutists must be in a flat and stable position, facing the earth. Inverted, head-down, or feet-down body positions can create unreliable and unsafe performance of the automatic activation device.
 - c. Per reference (b), the Cybernetic Parachute Release System (CYPRES) electronic automatic activation device used with an NTPS must use the activation settings listed in the below subparagraphs 3c(1) through 3c(3).
 - (1) The expert CYPRES-2 must be set to activate at 1,050 feet above ground level (AGL) by semi-permanently setting the CYPRES software to "A3." Only special operations parachute riggers are authorized to make this setting by following the procedures outlined in the expert CYPRES-2 user's guide. This change must be documented on the OPNAV 3501/68 Ram-Air Parachute History Record.
 - (2) The military CYPRES-2 1000 35A activates at 1,000 feet AGL in training mode and 1,000 feet above the virtual DZ in operational mode.
 - (3) The expert CYPRES-2 and the military CYPRES-2 1000 35A must be turned off and turned back on prior to every lift at the departure airfield while used in training mode. The military CYPRES-2 1000 35A used in operational mode does not have to be turned off and turned back on prior to every lift.

d. MFF parachutists and JMs using NTPS parachute equipment must receive training from a qualified AOT or AOT examiner on the expert CYPRES-2 and military CYPRES-2 1000 35A procedures. This training must be documented in the jumper's training record or log.

e. During the required JMPI, if using the expert CYPRES-2, the JM must verify the blinking "A3" in the left corner of the expert CYPRES-2 window and say to the jumper "zero down, 1,050 feet AGL." If a DZ offset is required with the expert CYPRES-2, zero down will be replaced by the DZ offset. If using the military CYPRES-2 1000 35A in training mode, the JM must say to the jumper "zero down, 1,000 feet AGL." If using the military CYPRES-2 1000 35A in operational mode, the JM must state the millibar setting at 1,000 feet AGL.

4. Packing and Maintenance. NTPS must be packed, maintained, and altered per the manufacturer's instructions and FAA guidelines by a special operations parachute rigger (NEC 773A) or contracted parachute rigger who is also FAA senior or master rigger certified with the appropriate rating for the type of work being performed.

a. FAA senior or master riggers must be qualified on the NTPS they are packing and maintaining. The qualification requires completion of a COI taught by the harness and container assembly manufacturer. The COI must be documented in the special operations parachute rigger's training record.

b. Special operations parachute riggers who maintain NTPS must complete the OPNAV 3501/65. Special operations parachute riggers performing QAIs on NTPS must also complete the OPNAV 3501/66.

c. QAIs, pack-in-process inspections, and technical rigger inspections that are on the NTPS main and reserve, harness and container, and components are mandatory and must be completed without exception. NTPS must be packed and inspected strictly per the applicable packing and container closing instructions.

d. Legible packer and QAI signatures are required for every repack of NTPS main and reserve parachutes. If there is no signed pack history record within the repack cycle, that parachute system must not be jumped and must be repacked.

e. Parachute packer-to-QAI ratios for NTPS must be no greater than 4-to-1.

5. QAIs. At a minimum, the steps listed below in subparagraphs 5a through 5l for the NTPS reserve parachute pack-in-process QAIs ("rigger checks") must be performed by a qualified special operations parachute rigger QAI.

a. Parachute System. Parachute system is assembled, and harness and container properly inspected for serviceability, to include stitching.

- (1) Parachute is visually inspected for structural integrity.
- (2) automatic activation device is serviceable and within date. Battery is operational and the control unit is properly installed.
- (3) Markings inspection, to ensure the placed-in-service dates (MM/YYYY) are marked on the container, reserve canopy, and main canopy data blocks.
- (4) Connector links are tight.
- (5) Proper attachment of steering toggles.
- (6) Proper installation of RSL.
- (7) Proper installation of main assisted reserve deployment (if equipped).
- (8) Reserve closing loop is the proper length.
- (9) History record is verified.

b. Proper Layout

- (1) Verify full line continuity check.
- (2) Brake lines are properly routed.
- (3) Brakes are set.

c. Canopy is Properly Folded

- (1) Six distinct line groups, over the shoulder.
- (2) Left and right line groups.

d. Slider and Nose

- (1) Slider up and quartered (grommets spaced, but up at slider stops).
- (2) Stabilizers are clear.
- (3) 4/4/8/8 line stack.

(4) Reduction folds.

(5) Warning label on tail facing up.

e. Nose. Nose is exposed after being cocooned, and the canopy is properly dressed. Count the three nose cells on either side of the center cell then make an S-fold and slide the nose cells under the cocooned canopy.

f. Canopy Is Inserted Into the Deployment Bag - Locking Stows Are In Place

(1) Ears full on both sides.

(2) Check the slider grommet placements.

(3) Two locking stows.

(a) First locking stow to rigger's right.

(b) No more than 1.5 inches through the retainer bands.

(c) Horizontal to the deck, set back from the canopy trailing edge, and far enough apart to create a space for the automatic activation device.

g. D-Bag is in the Container

(1) Risers under the riser covers.

(2) The proper length of exposed suspension line remains pre manufacturer's instructions.

(3) Line protectors are removed, pocket is closed.

(4) Excess line is clear of obstructions.

(5) Pull-up cord is threaded through the automatic activation device cutter.

h. Skyhook Main Assisted Reserve Deployment

(1) Split Collins lanyard is present and correct.

(2) Red lanyard is stowed in the red pocket.

- (3) Skyhook is on the wearer's left-hand side of the V-split (bridle stowed on both sides).
- (4) Green loop is fully inserted into the reserve bridle and into the green pocket on the Skyhook sub-flap.
- (5) End of the red lanyard is over the reserve bridle towards the Skyhook, and is on the blue hook.
- (6) A single length of rigger's seal thread is routed through the two holes on the Lexan™ cover, and is securely tied with a surgeon's knot.

i. Pilot Chute

- (1) Pilot chute is compressed.
- (2) Mesh and fabric are placed correctly.
- (3) Yellow arrow is pointed to the top of the container (Talon container only).
- (4) Bottom flap is secured with a temporary pin.
- (5) The ripcord passes through the RSL ring.
- (6) The marine shackle on the RSL is properly oriented.

j. Container Proper Closing Sequence (per manufacturer recommendation)

- (1) The marine shackle and the reserve pin are properly inserted.
- (2) No pilot chute mesh or fabric is exposed (S-folded under bottom flap).

k. Ripcord Pull Check (maximum pull force is 22 pounds)

l. Final

- (1) Tools and pull-up cord accountability.
- (2) Pack is sealed.
- (3) History record is signed by the packer and QAI.

6. NTPS Main Canopy Packing. Per reference (b), only the main canopy of an approved NTPS may be packed by the parachutist (who is not special operations parachute rigger qualified) under the direct supervision and inspection of a current special operations parachute rigger QAI.

a. The packer and inspector must legibly sign the pack history record.

b. The non-special operations parachute rigger parachutist who packs a main canopy must be the only parachutist to jump that parachute. If a main canopy is packed by a non-special operations parachute rigger and not jumped, the parachute must be repacked by the next parachutist or a qualified special operations parachute rigger prior to being jumped. If not having packed the main canopy within the previous 90 days, the non-special operations parachute rigger parachutist must receive a documented packing class instructed by a special operations parachute rigger QAI. It must be for the specific Ram-Air main canopy system and must adhere to the packing requirements in the applicable packing manuals.

7. NTPS Rigger Checks. At a minimum, NTPS main canopy pack-in-process rigger checks must be performed by a special operations parachute rigger QAI in conjunction with steps in the following subparagraphs 7a through 7e.

a. Proper Layout

(1) Harness and container are inspected for serviceability to include stitching.

(2) Three-ring riser release is properly assembled.

(3) Connector links are tight or slinks are properly assembled.

(4) Conduct a four-line continuity check and verify the brake lines are clear.

(5) For proper Ram-Air orientation pack, re-verify line continuity and orientation from the risers once the lines are picked up.

(6) Brakes are stowed.

(7) Pilot chute is cocked (kill-line bridle only).

(8) Retainer bands are of the proper type and are serviceable.

b. Slider Up

(1) Slider is open, not collapsed.

(2) Properly positioned.

c. Canopy Inserted into the Deployment-bag

- (1) First two locking stows.
- (2) First stow to rigger's right.
- (3) Exposed suspension line remains after line stowing per manufacturer's instructions.
- (4) Double check that the pilot chute bridle is cocked (kill-line bridle only).

d. Deployment bag is Properly Positioned in the Container

- (1) Riser protector flaps are seated.
- (2) Risers are properly routed.
- (3) Brake handles are inboard.

e. Final

- (1) Ensure proper closing sequence of the container (per manufacturer recommendation).
- (2) Pilot chute is stowed.
- (3) Tools and pull-up cord accountability.
- (4) Pack logbook signed by the packer and QAI.

8. Hot Swapping. The practice of switching out or "hot swapping" NTPS main canopies which are already packed by reconnecting the three ring riser release assembly without completely repacking the main canopy is strictly forbidden. If a main canopy is removed from a harness container for any reason, that main canopy must be completely unpacked, receive a full line continuity check and inspection by a special operations parachute rigger QAI to ensure proper assembly prior to packing that main canopy.

9. NTPS Sizing. Canopy sizing, downsizing, and system limitations.

a. The policy for canopy sizing and downsizing is outlined in subparagraph 5t of this instruction.

b. NTPS reserve parachutes and harnesses are certified to FAA technical standard order weight limits. Technical standard order weight limits are stamped on the reserve canopy and harness placards.

(1) The jumper's exit weight must not exceed the technical standard orders' weight limit of the reserve canopy or harness; whichever is lower.

(2) NTPSs may not properly fit all parachutists. If the NTPS does not fit the parachutist per manufacturer's instructions, it must not be used by that parachutist.

10. JMPIs. JMPIs must be conducted by current and qualified MFF JMs only. Parachutists using the NTPS must receive a JMPi prior to every jump with no exceptions. NTPS JMPi sequence must be developed and documented in reference (g) utilizing similar JMPi sequence and procedures currently required for tactical parachute systems, and the criteria listed in the below subparagraphs 10a through 10e.

- a. Ensure the parachutist is qualified and authorized to use NTPS.
- b. Ensure the equipment worn is authorized for use.
- c. Inspect for proper fit and sizing of the parachute harness to manufacturer's recommendations to include proper attachment, routing, and adjustment of leg straps, chest strap, and any other adjustment straps on the parachute harness. The harness and container must not be free to slide up the back of the parachutist.
- d. Ensure the three-ring riser release is properly assembled and the base ring is located in the hollows of the jumper's shoulders; the jumper can easily reach their main deployment handle, reserve ripcord, and main cut-away handle; automatic activation device is turned on with proper activation altitude and proper DZ offset setting if required; RSL or main-assisted reserve deployment system is properly attached; reserve closing pin and main closing pin are properly seated; and the hand deploy pilot chute and deployment bridle are properly routed and stowed.
- e. Check the altimeter setting, helmet, goggles, jumpsuit or uniform, and boots, including snag hazards such as a camera (if authorized to use), and ensure boot speed-lace hooks are taped.

11. Government Property. Government-owned parachute equipment including tactical and non-tactical systems and ancillary equipment must be used for approved military operations and training only, and must not be used for leave and liberty activities.

12. SL Operations. NTPS and tactical MFF parachute systems must not be used by JMs, assistant JMs, or safeties for conducting low level round SL parachute operations. Only approved SL parachute systems, approved emergency bailout parachutes, or approved harnesses must be used to conduct low level round SL parachute operations.

13. ANU Equipment. NTPS parachute equipment must be the exact configuration approved as listed on a recognized authorized for use lists. If additional or alternate components are

operationally required, an ANU request letter must be submitted per reference (a) to request a configuration update. Commands must ensure only approved components are used on NTPS.

14. AOTs and AOT Examiners. AOTs and AOT examiners use NTPS to work one-on-one with parachutists requiring remediation and to conduct aerial video to further reinforce training. AOTs, AOT examiners, and candidates must be designated in writing by the CO. They must complete the applicable JQRs in reference (g), and be signed off by a current AOT examiner.

15. The Navy Parachute Team. The Navy Parachute Team must adhere to the requirements of this instruction.

a. Per COMNAVSPECWARCOMINST 3000.5B, equipment, procedures, and areas of concern must be presented to the Navy Parachute Team advisory committee for documented evaluation, and approval in writing by COMNAVSPECWARCOM.

b. The Navy Parachute Team standard operating procedures contained in COMNAVSPECWARCOMINST 3000.5B must be per this instruction, manufacturer, FAA, and United States Parachute Association guidelines. If there are The Navy Parachute Team operational requirements which do not meet these requirements, an ETP from OPNAV N95 is required.

c. Detailed standard operating procedures and emergency procedures for airshow demonstration techniques and equipment must be documented in COMNAVSPECWARCOMINST 3000.5B.

PARACHUTE PACKING, MAINTENANCE, AND STORAGE REQUIREMENTS

1. Life Safety. Due to the life support nature of parachute equipment, subparagraphs 1a through 1d below must be adhered to.

a. Parachute packing, maintenance, tools, and modification requirements; equipment limitations, personnel qualification, and training requirements; and the required TMs and field manuals are stipulated in references (g) and (h).

b. Stored parachute assemblies packed and ready for issue (RFI), which include personnel and cargo parachutes, must be stored in a secure manner inaccessible to unauthorized personnel. RFI parachutes must be secured with two layers of security. The first layer of security is the paraloft facility itself and the second layer is the RFI parachute storage room(s) or approved embark container(s) so long as the identified container(s) have the ability to be locked.

c. Paraloft access is to be strictly controlled by the CO. Only command designated air operations or special operations parachute riggers are authorized unescorted access to the main paraloft facility. Only command designated air operations or special operations parachute riggers are authorized access to the RFI parachute storage room(s). Undesignated personnel must be escorted by a command designated air operations or special operations parachute rigger within the entire paraloft facility. The CO must identify in writing those individuals authorized access to the main paraloft and the RFI parachute storage room(s).

d. Parachutes pending maintenance or re-pack must be maintained separately from parachutes categorized as RFI. Non-RFI equipment must be stored with the ripcord pins and handles pulled with main or reserve parachutes activated, clearly and individually tagged "Not for Issue," and stored in a completely separate area. The only exception must be during deployments where space is limited and it may not be feasible to physically separate the equipment. Due to safety concerns, extreme care must be taken to clearly mark and tag non-RFI equipment and physically separate from RFI equipment to the greatest extent possible. All other requirements, to include access control and physical security, must be strictly enforced.

2. Modifications. Modification of approved parachute equipment to include tactical parachute systems, NTPS, cargo parachute systems, and ancillary equipment is strictly prohibited unless specifically authorized by the applicable TM or modification instructions endorsed by the cognizant authority, and approved by SEA 06-NSW (PMS340). Only authorized and qualified special operations parachute riggers, or the equipment manufacturer and their authorized representative, may modify approved parachute equipment using approved procedures. Prior to placing equipment back into service, the modifications must be inspected by a special operations parachute rigger QAI and documented on the equipment's history record.

3. Repair, Overhaul, and Calibration. Repair and periodic overhaul or calibration of ANU-listed equipment or related support equipment may be performed by an authorized military facility, or the manufacturer and their authorized representative, using approved procedures.

Prior to placing the item back into service, the work performed must be inspected by a special operations parachute rigger QAI and documented on the equipment's history record.

4. New Equipment, Repair Parts, and Expendable Supplies. Items must be segregated and inspected by a qualified special operations parachute rigger to ensure they were manufactured correctly, are serviceable, and are not expired prior to placing in parts bins or using on authorized equipment. Authorized repair parts and expendable supplies are listed in the applicable TMs. Substitutions not listed in the applicable TMs are not authorized unless specifically endorsed by the cognizant technical support activity and approved in writing by SEA 06-NSW (PMS340).

5. History Records. OPNAV 3501/67 Parachutist Altimeter History Record, OPNAV 3501/68, OPNAV 3501/69 Static Line Main Parachute History Record, and OPNAV 3501/70 Static Line Reserve Parachute History Record will be initiated on applicable equipment when the equipment is placed in service. They will be used to record all scheduled and unscheduled maintenance, incorporation of modifications, and completion of technical service bulletins throughout the entire serviceable life of the equipment. History records may be electronic, hardcopy, or both. Electronic history records should be backed up daily in the event the primary history record data is lost. History records may be archived or destroyed when the equipment is permanently removed from service.

6. Tool Control Program. The tool control program detailed in reference (h) establishes policy and responsibilities for the implementation, maintenance, control, storage, replacement, and inventorying of common hand tools. The tool control program is applicable to DoD personnel, including DoD-contracted FAA riggers performing or supporting maintenance associated with any airborne operations authorized equipment or related support equipment. This program provides instant inventory capability through internally configured tool containers with each tool positioned in an individually tailored location. The primary objectives of the tool control program are the enhancement of safety by eliminating mishaps and equipment damage attributed to uncontrolled tools, and minimizing tool replacement costs. An effective tool control program is the responsibility of all personnel assigned to the air operations department and all personnel involved in conducting any air evolution.

7. Test, Measurement, and Diagnostic Equipment. Per OPNAVINST 3960.16B, periodic calibration of test, measurement, and diagnostic equipment is required. Using documents listed in reference (g) as a guide, ensure test, measurement, and diagnostic equipment is properly calibrated prior to use. Some items may not be listed in the aforementioned documents, but require calibration if they are test, measurement, and diagnostic equipment. Examples of support equipment that require calibration include torque wrenches, torque screwdrivers, spring scales, master altimeters in altitude test sets, and pressure gauges and flow meters in oxygen test sets and test stands.